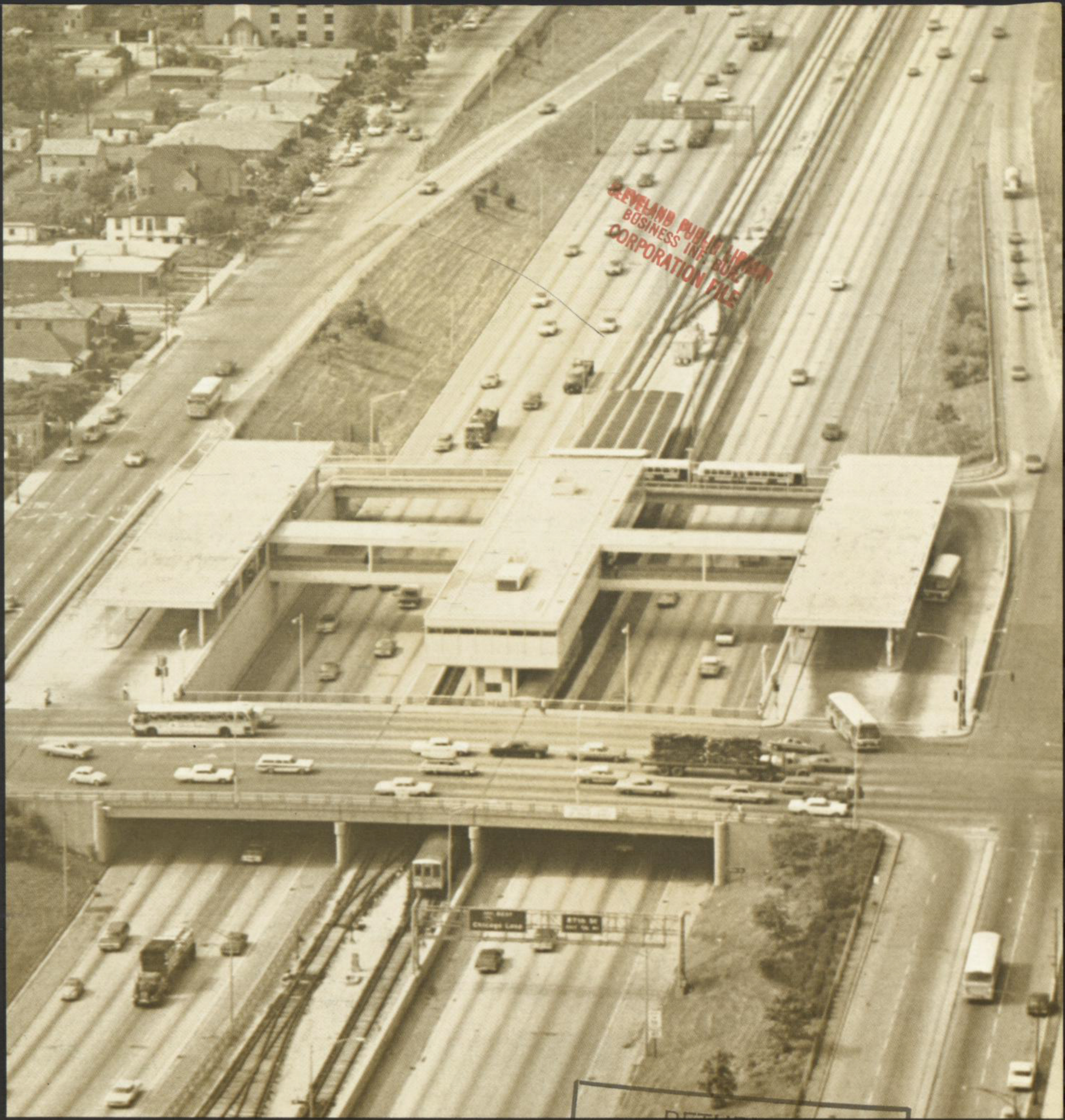

95 TRANSIT CENTER, 95TH STREET AND DAN RYAN EXPRESSWAY

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Chicago Transit Authority

1969 annual report

Chairman's letter

The year 1969 climaxed a decade of intense activity and outstanding achievements and was a year during which several of the Authority's long-range plans became a reality and still other goals came in sight and within reach. Expansion of the rapid transit system, greater coordination of CTA bus and rail services, more new equipment, implementation of the Exact Fare Plan, and the start of a special reduced fare plan for senior citizens were among the year's accomplishments.

Now, on the threshhold of the seventies, the transit system is taking on a new appearance and is destined to undergo even further changes. The Transit Board, as well as the management of the Authority, can look with pride upon their accomplishments over the past quarter century. More than 230 million dollars has been spent on modernization and improvements--and this has all been financed from the farebox. But we don't plan to stand still and simply look back and bask in the glow of our accomplishments. Much more progress must and will be made.

Towards the end of the decade we saw costs soar out of proportion due to accelerating inflation, to the point where revenues were no longer sufficient to meet our daily expenses. It is regrettable that now, for the first time in its history, CTA must pin its only hopes for further improvements upon subsidies from governmental agencies.

This, the twenty-fifth annual report of Chicago Transit Authority, summarizes activities during the year 1969. The accomplishments described herein would not have been possible, however, were it not for the loyalty of our passengers, the skill and dedication of our employes, and the invaluable assistance of the City, State and Federal officials who have continually aided the Authority in its drive to effect transportation improvements in the Chicago area.

George DeMent

Chicago Transit Board

GEORGE L. DeMENT, Chairman (M)	Term Expires August 31, 1973
JAMES R. QUINN, Vice Chairman (M)	Term Expires August 31, 1971
WILLIAM W. McKENNA, Secretary (M)	Term Expires August 31, 1967*
ERNIE BANKS (G)	Term Expires August 31, 1976**
JOSEPH D. MURPHY (M)	Term Expires August 31, 1972***
RAYMOND J. PEACOCK (G)	Term Expires August 31, 1968*
JAMES E. RUTHERFORD (G)	Term Expires August 31, 1969****
MRS. BERNICE T. VAN DER VRIES (G)	Term Expires August 31, 1970

M—Appointed by the Mayor of the City of Chicago.
G—Appointed by the Governor of the State of Illinois.
*—Continues to serve until a successor has been appointed and has qualified.
**—Appointed - Effective November 26, 1969.
***—Deceased - December 11, 1969.
****—Resigned - Effective April 30, 1969.

THOMAS B. O'CONNOR, General Manager

GEORGE J. SCHALLER, General Attorney

Chicago Transit Authority twenty-fifth annual report
for the fiscal year ended December 27, 1969

the year in brief

FINANCIAL SUMMARY	**1969**	**1968**
Operating revenue	$180,000,000	$152,900,000
Operating expense	161,100,000	140,400,000
Deficit in depreciation provision after debt service charges—		
Current year	(3,000,000)	(7,300,000)
Previous year	(15,100,000)	(7,800,000)
Total	$ (18,100,000)	$ (15,100,000)
( ) Denotes red figures		
STATISTICS		
Originating revenue passengers	356,600,000*	457,800,000
Revenue car and bus miles	147,800,000	148,600,000
Population of Chicago	3,397,000	3,470,000
Number of active employes	12,367	12,010

* January to November 1, 1969, only. Due to exact fare collection on buses no passenger figures are available for November and December, 1969.

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Board
MORGAN MURPHY
A
Lake Dan Ryan
902
To street and buses
42B S Halsted
36A State
Out
Yield
Out
Yield

operations review

riding trends

Owing to revisions to the basic fare structure and changes in the method of collecting fares on buses, riding figures for each quarter of 1969 are erratic and fail to show a definite trend for the year. With the 1969 fiscal year starting only 11 days after an increase in both the adult and child fares effective December 19, 1968, it had been anticipated that an appreciable decrease in riding would result. The extent of this decrease is evidenced by the comparison of originating revenue passengers for periods 1 through 3.

Riding during the second quarter, periods 4 through 6, reflects an increase resulting from the special senior citizen fare which took effect April 20. Having an affect on a comparison of riding in periods 7 through 10 was the strike of the Concerned Transit Workers in 1968 which produced a temporary decrease in riding.

The yearly comparison, as well as that for surface riding for periods 12 and 13, are not available. Since the establishment of the Exact Fare Plan on November 9, 1969, the number of passengers carried on buses is no longer recorded.

The collection of fares on the rapid transit system has not changed, and recording of passengers continues. By comparison with the year 1968, rapid transit riding during 1969 showed a decrease of 7,721,541 (6.96%). The available figures for periods 11 through 13 show the affect of the new Dan Ryan rapid transit extension on system and, especially, rapid transit riding.

Details of originating revenue passengers arranged in periods for comparison purposes are shown in the following table:

Placed in operation September 28, the Dan Ryan rapid transit extends 11 miles from Chicago's Loop to 95th and State Streets. Treadle-activated escalators are provided at all nine new stations.

	Originating Revenue Passengers		Increase (Decrease)	
Periods	1969	1968	Number	Per Cent
1, 2, 3	98,303,765	112,666,118	(14,362,353)	(13.00)
4, 5, 6	98,735,355	110,574,857	(11,839,502)	(10.71)
7, 8, 9, 10	125,972,504	129,543,021	(3,570,517)	(2.76)
11	33,543,972	36,936,519	(3,392,547)	(9.18)
12*	8,166,383	8,563,404	(397,021)	(4.64)
13*	8,246,499	8,065,815	180,684	2.24

* Rapid transit system only. Effective November 9, 1969, exact fare collection on buses; no registration of passengers available since then.

dan ryan rapid transit

Operating in the median of the grade-separated Dan Ryan Expressway, the Dan Ryan rapid transit extension began operations September 28, 1969. Chicago pioneered this principle back in 1958 when the Congress rapid transit route was built in the median of the Eisenhower Expressway.

Designed for the convenience and pleasure of CTA riders, stations feature exteriors of steel with wide expanses of glass, passenger controls and interior trim of stainless steel, spacious train platforms with terrazzo floors, escalators, and infrared platform heaters. For smooth, comfortable rides, air-conditioned trains travel on continuous welded rails mounted on concrete ties.

The Dan Ryan extension was built by the City of Chicago with two-thirds of the $51,700,000 cost met by federal grants from the U.S. Department of Transportation. The City's share came from general obligation bond funds approved by residents of Chicago under the 1966 Capital Improvements Bond Referendum. Included in the cost was the purchase of stainless steel rapid transit cars which, along with the extension, are to be turned over to the Authority by the City.

To connect the far south and west sections of Chicago with the central business district, the Dan Ryan line was combined with the Lake line to form the West-South route providing through service between 95th-State and Harlem-Lake, Forest Park. Travel time for the entire 21-mile route is 45 minutes.

From the 95th-State terminal, Lake-Dan Ryan trains operate in the median strip to about 24th Street where they continue north and east on a new steel and concrete elevated structure to 18th Street and then north over existing tracks to the Loop "L". Through the Loop trains travel via Wabash Avenue and Lake Street, and continue through the West Side and Oak Park to Harlem-Lake, Forest Park.

To complement the Dan Ryan service, making it accessible to the greatest number of people, 24 bus routes serve the new stations. Bus lines in the vicinity of the nine Dan Ryan stations were routed directly to the stations where a convenient transfer can be made for continuation of trips via rapid transit. At both the 69th Street and 95th Street stations, bridges for the exclusive use of buses span the expressway. New off-street bus terminals are at the Cermak-Chinatown and 79 stations.

Canopied bus loading areas at the 95th-State terminal provide protection from the weather when transferring to and from buses. Six CTA bus routes, Suburban Transit buses, and Greyhound Coaches serve the terminal. A Greyhound ticket office is located in the terminal. Also located in the terminal complex are offices for CTA operating personnel, a car storage yard, and an inspection and maintenance shop for the cars. All of these facilities were uniquely designed to utilize only the existing highway right-of-way, either within the median strips or on air rights above the highway lanes and shoulders.

Operation of trains is governed by the most modern signal and speed control equipment to provide the maximum in safety. With this system, visual signals are brought into the cab, keeping the motorman continuously aware of track conditions ahead of him as well as of the allowable speed on the track in use. High frequency electronic impulses, fed into the rails by the automatic system, are received by coils mounted just above the rails on the leading end of the first car. Solid state electronic equipment in the car interprets the impulses, controls the cab signal, and automatically stops the train if the motorman fails to operate within the speed limit.

englewood transit terminal

A one-quarter mile extension of CTA's Englewood branch of the North-South rapid transit route from Loomis Boulevard to Ashland Avenue and a new station and terminal at Ashland were opened May 6. Built by the City of Chicago, the cost of the 6 million dollar project was shared by the city with two-thirds matching funds from the U.S. Department of Transportation.

Designed to be esthetically pleasing and realistically functional, the transit terminal at Ash-

The test of a transfer validation plan by CTA and the Illinois Central Railroad began July 28. It provides a savings in cash and time for riders who begin and complete their trips on CTA with an intermediate ride on the IC between the Randolph Street and Bryn Mawr (71st and Jeffery) stations.

Providing a convenient interchange with buses operating throughout the nation, CTA entered into an agreement which permits Greyhound Lines to use three CTA rapid transit stations as satellite terminals. During 1969 buses began serving Dempster, Skokie Swift, and 95th, Dan Ryan, stations.

MINNEAPOLIS
GREYHOUND
GREYHOUND

land provides direct and convenient passenger interchange between rapid transit and five CTA bus routes. A Park 'N' Ride lot for 250 autos adjoins the terminal.

The project also included the construction of a transportation office above the level of the Ashland platform, expansion of the car storage yard south of 63rd Street, and construction of the Racine terminal shop for inspection and maintenance of rolling stock.

monitor-CTA

Work continued throughout 1969 in preparation for a start of extensive testing of this project in 1970. The 2 million dollar cost of the project is being financed by a U.S. Department of Transportation demonstration grant for $1,549,000 and the balance of $451,000 is being provided by CTA in labor and services.

It will be the first system of its type in the nation and is designed to supply information to supervisory and management personnel for improving transit service, providing up-to-date statistical data, and increasing equipment and personnel efficiency. In addition, the project will provide immediate identification and location of vehicles in case of emergency alarm, insuring greater safety for both the bus operator and his passengers. The primary purpose of the Monitor-CTA system is to provide improved overall passenger service.

The complete Monitor-CTA system consists of three basic elements: A computerized vehicle location and identity system; a silent alarm radio system that will instantly relay the location, bus identification, and run numbers of an operator in need of help, and a two-way radio system that will provide full-time communications between the bus operator and the central dispatcher.

Now receiving Monitor-CTA mobile equipment are 500 motor buses, a sufficient number of vehicles to cover most of the CTA routes operating during the "Owl" period between 12 Midnight and 5 A.M. Ultimate installation of this system to all motor buses awaits results of the test project.

exact fare plan

The Exact Fare Plan was put into effect as a requirement of the 1968 contract with Division 241 of the Amalgamated Transit Union. With the Plan, bus drivers do not carry money or tokens, make change, or have access to money in the farebox. The Plan has accomplished what it was intended for, in that it has almost entirely halted robberies and assaults of bus drivers and it provides safer and faster service to CTA riders.

Exact fare collection on buses started November 9 when about 20% of CTA's buses were converted with locked fareboxes. By the end of 1969 about 80% of the buses had been changed over. System-wide exact fare collection was completed by January 25, 1970.

The changeover to exact fare collection required the conversion or installation of fareboxes in buses and the construction of suitable facilities for removing and emptying the locked vaults at all 12 bus garages. The construction of a temporary counting room on CTA property at 77th Street and Vincennes Avenue, as well as counting facilities at five bus garages, was nearly completed at year end.

The total cost of equipment for CTA's Exact Fare Plan is about $2,500,000. During 1969, application was made to the U.S. Department of Transportation for a capital grant to cover two-thirds of the project cost. Approval of the grant was subsequently received during January, 1970, with funds being provided in two stages—50% initially and the remaining 16.6% as permanent phases of the Plan are completed.

Implementation of the Plan was preceded by the posting of notices on buses, distribution of leaflets throughout the bus system, spot announcements on radio stations, and advertisements in each of the daily newspapers. The fact that acceptance of the Plan was readily accomplished can be attributed to the cooperation of the riding public throughout the period of transition as well as to the extensive publicity program and excellent coverage on the part of the Chicago news media.

To assist riders in having exact fare, tokens were placed on sale at 22 CTA locations, as well as at countless other firms which cooperated as a public service, including financial institutions, department stores, currency exchanges, and small businesses.

senior citizen fare plan

Welcoming the opportunity to serve the 400,000 senior citizens in the Chicago area, CTA inaugurated a reduced fare plan for senior citizens on April 20, 1969. The special fare allows persons 65 years of age and older to ride for child/student rates during non-rush hours between 9 A.M. and 3 P.M. Monday through Saturday and between 7 A.M. and 12 Midnight on Sundays and major holidays. When paying the reduced fare, senior citizens must show their Medicare card or a special CTA identification card which is issued free of charge. The special fare will remain in effect for a trial period until it is determined whether or not it is financially sound for CTA.

coordinated transit

In cooperation with commuter railroads and independent bus companies, coordination of overall public transportation in metropolitan Chicago was advanced in 1969.

An experimental plan of transfer privileges between CTA and the Illinois Central Railroad began July 28. Under the plan, riders who begin and complete their trips on CTA with an intermediate ride on the IC, pay only one CTA fare plus the transfer charge and the regular IC fare. Gateways for the CTA-IC joint venture are the IC's Bryn Mawr commuter station at 71st and Jeffery and the Randolph Street station in downtown Chicago.

During the year, Greyhound buses began making stops at satellite terminals located at two rapid transit terminals—Dempster station on the Skokie Swift starting on September 3 and 95 station on the Dan Ryan extension starting on September 28. Travelers destined to or from any part of the United States benefit from the CTA-Greyhound hookup by not having to travel to or from the busy Loop area.

Opened May 6, the Ashland Transit Center is served by five CTA bus routes and one rapid transit route.

Suburban Transit System buses also began using the facilities at the 95 station on the Dan Ryan when this extension was opened on September 28.

Plans for additional coordination of public transit to be completed in 1970 are the Northwest Passage—a direct, pedestrian connection between the Chicago passenger terminal of the Chicago and North Western Railway and CTA's Lake-Clinton rapid transit station on the Lake-Dan Ryan route, and direct connections between CTA's West-Northwest rapid transit route at Jefferson Park with C&NW commuter trains and Greyhound and United Motor Coach buses.

modernization, improvements and construction

Congress Terminal Shop was expanded during the year to provide two inspection pit tracks capable of taking trains of not more than six cars. The tracks were extended from their original four-car length to increase the capacity of the inspection and maintenance facility in preparation for increased car requirements on the West-Northwest route when the Kennedy extension is completed in 1970.

Carborne Cab Signal Equipment of the most modern type was installed in the motorman's cabs of 210 cars in the 6000 series. Supplemented by new stainless steel Budd cars, the cars will serve the Kennedy extension of the West-Northwest route which is being equipped with wayside equipment for an electronic signal and speed control system like that in use on the West-South route which was described previously in this report as part of the Dan Ryan project.

Electric Switch Heaters were installed on main line tracks at 42 locations throughout the rapid transit system, bringing to 68% the number of main line switches so equipped. The heaters insure the continuous operation of trains during snow and sleet conditions.

Conversion of Substations from 25-cycle to 60-cycle power input and from manual to automatic operation continued with the completion of work at the Sacramento, Kedvale, Lincoln, and Ravenswood substations. Their conversions bring to 13 the number of substations which have been modernized and placed under central supervisory control as part of a ten-year program affecting 19 substations. The 12 million dollar cost of the program is being shared by CTA and the Commonwealth Edison Company.

new revenue vehicles

During 1969 the Authority received 67 new 50-seat diesel-powered buses costing $2,025,000, the balance of an order for 176 units placed in 1968. Unlike all other buses produced for CTA since 1950—which are 102 inches wide—the last 30 buses received were of a special 96-inch width. The narrower buses are required for operation on the No. 16 Lake route, where passing clearance between "L" columns is limited.

The Authority also took delivery of the first 51 of 150 new stainless steel air-conditioned rapid transit cars. Built by the Budd Company, the cars were purchased by the City of Chicago and the U.S. Department of Transportation for use on the Dan Ryan and Kennedy rapid transit extensions.

At December 27, 1969, the Authority owned 4,379 vehicles: 3,224 buses and 1,155 rapid transit cars. The 51 Budd cars were also on the property and many of them were in operation on the West-South route.

vehicle miles

Combined vehicle miles operated totaled 147,814,746, a decrease of 771,547 (.52%) under 1968. Surface system miles operated were 102,192,364, a decrease of 1,600,117 (1.54%) under 1968. Rapid transit system car miles operated were 45,622,382, an increase of 828,570 (1.85%) over 1968, due primarily to commencement of operation of the Dan Ryan extension.

On each weekday during 1969 an average of 2,621 buses operated approximately 307,236 miles and an average of 1,019 rapid transit cars operated approximately 161,581 miles.

Average scheduled speed of buses in 1969 was 12.01 mph as compared with 12.05 mph in 1968, while the rapid transit system average scheduled speed in 1969 was 23.72 mph as compared with 22.96 mph in 1968.

personnel

Total employes in service at the close of the fiscal year ended December 27, 1969, numbered 12,544, an increase of 311 from 12,233 in service at December 28, 1968.

During the fiscal year 1969, 419 employes retired on pension, and 427 pensioners died. There were 5,363 retired employes on pension at the end of 1969.

The following changes were made in executive and supervisory positions during 1969:

C. G. Kalogeras was appointed Superintendent of Design in the Engineering Department, effective February 1, 1969.

G. Millonas was appointed Superintendent of Buildings and Construction in the Engineering Department, effective February 1, 1969.

T. L. Wolgemuth was appointed Superintendent of Track and Structures in the Engineering Department, effective May 1, 1969.

B. P. Dinter was appointed Property Accountant, effective October 1, 1969, succeeding E. C. Kaross, retired.

G. J. Clark was appointed Superintendent of Shops and Equipment, effective November 1, 1969, succeeding L. G. Anderson, retired.

C. W. Ricker Jr. was appointed Chief Equipment Engineer, effective November 1, 1969.

chicago transit board

The members of the Board were saddened by the death of Joseph D. Murphy on December 11, 1969. Mr. Murphy had been a member of Chicago Transit Board since October, 1958. After expiration of his first term on September 1, 1965, he was reappointed to another term which would have expired on September 1, 1972.

On November 26, 1969, Ernie Banks became a member of the Board, following his appointment by the Honorable Richard B. Ogilvie, Governor of Illinois, which was approved by the Honorable Richard J. Daley, Mayor of Chicago. Mr. Banks succeeded James E. Rutherford as a Board member and will serve a term which expires September 1, 1976.

The Board accepted with regret, the resignation of Mr. Rutherford on April 30, 1969. He had been appointed to the Board in May, 1963, and his term would have expired September 1, 1969.

employment

During the year, Chicago and the nearby suburbs experienced a critical manpower shortage. Unemployment in the Chicago area ranged from 2.2% to 2.7% of the civilian work force throughout the year, while the national rate ranged from 3.3% to 3.6%. A high unemployment rate in the western states affected the national rate.

Mobility of the work force increased because of automation, civil unrest, and inflationary wages and prices. This labor mobility significantly increased Employment Department activity. In the course of recruitment processing and selection, 13,378 new applicants visited the Employment office. In addition, 2,397 employes applied for job transfer, upgrading, or reassignment.

To help compensate for the manpower shortage, a total of about 1,000 temporary summer employes were hired and trained to fill jobs in the classifications of bus operator, bus serviceman, rapid transit conductor, and ticket agent.

public safety

For the ninth consecutive year, CTA operating employes maintained a traffic and passenger accident frequency rate of 10 or fewer accidents per 100,000 miles operated. The 1969 combined surface and rapid transit traffic and passenger accident frequency rate was 9.5. This was 1% lower than the 1968 rate, and 40% better than the 1954 rate of 15.8 when intensive safety-training activities began.

For the year, the rapid transit system established a new safety mark. The combined traffic and passenger accident frequency rate of 1.55 is a new all-time low and is 5% lower than the previous low of 1.64 established in 1966, and 30% better than the 1954 rate. It is also 6% better than the 1968 rate.

The surface system rate of 13.1 equaled the 1968 rate which was also 13.1.

The following table shows a comparison of the Authority's public accident experience which includes all accidents regardless of liability or severity:

				1969 Increase (Decrease)	
	1969	1968	1954	From 1968	From 1954
Traffic accidents	8,939	8,915	16,300	0.3%	(45.16%)
Passenger accidents	4,869	5,238	9,678	(7.0%)	(49.69%)
Total accidents	13,808	14,153	25,978	(2.4%)	(46.85%)
Revenue miles on routes (in thousands)	145,898	146,926	164,222	(0.7%)	(11.16%)
Frequency rate—Accidents per 100,000 miles—					
Traffic accidents	6.13	6.07	9.93	1.0%	(38.27%)
Passenger accidents	3.33	3.57	5.89	(6.7%)	(43.46%)
Total accidents (rounded)	9.5	9.6	15.8	(1.0%)	(40.00%)

026
2
2
28 NICKELS 4000
27 QUARTERS 4000
KENS
25 DIMES 10,000
24 S'TOKENS 5000
23 PENNIES 5000
22 NICKELS 4000
21 QUARTERS 4000

financial results

The completion and opening of two of Chicago's three new rapid transit extensions during 1969 had an affect on CTA operations as well as its financial results. Increased revenue amounting to 17.67% over 1968 can be attributed, in part, to new riding generated by the extensions but mostly reflects the affects of a fare increase in late 1968. Contributing to a 14.70% increase in operating expenses for the year were the increased costs of wages and employe fringe benefits as well as salaries of the additional employes required for operation of the new extensions.

Revenues for December, 1969, were not sufficient to make the total deposits required to the debt service funds in order to comply with the requirements of the Trust Agreement securing the Authority's revenue bonds. It was necessary to transfer $528,506 from the Operating Expense Reserve Fund to cover this deficiency.

Revenues for the remaining periods were available to meet debt service requirements, but fell $2,991,023 short of meeting the total provision requirement for depreciation, which, together with $15,086,707 carried over from the previous years resulted in a total deficit of $18,077,731 at December 27, 1969.

Comparative results of operations for the fiscal years 1969 and 1968 are shown below:

Completed as part of CTA's Exact Fare Plan, the counting room at 77th Street includes two machines, each of which is capable of sorting and counting coins at the rate of $25,000 per hour.

	1969	1968
Operating revenue	$179,957,525	$152,937,285
Operating expenses	161,065,322	140,418,112
Revenue available for debt service	18,892,203	12,519,173
Debt service requirements	8,015,130	8,020,213
Transfer from operating expense reserve to meet deficit in December, 1969, debt service requirements	(528,506)	(492,862)
	7,486,624	7,527,351
Revenue available for depreciation	11,405,579	4,991,822
Depreciation requirement-current period	14,396,603	12,234,983
Deficit in depreciation provision	($2,991,024)	($7,243,161)

(Denotes red figures)

Sources of the Authority's revenue for the fiscal years 1969 and 1968 were as follows:

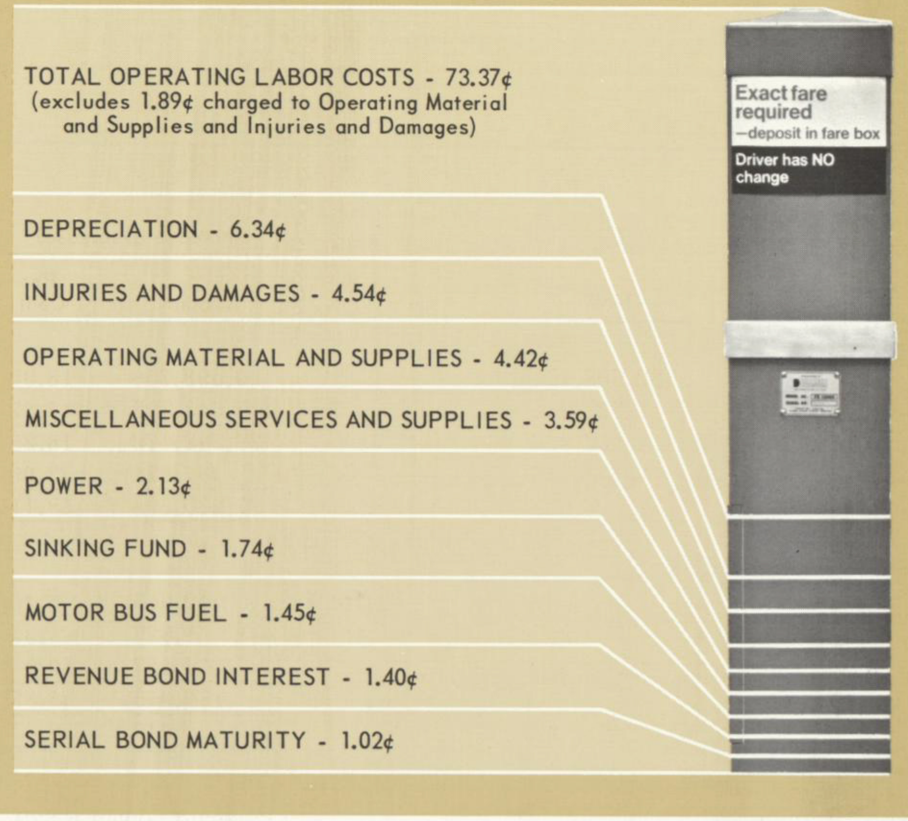
			Increase (Decrease)	
	1969	1968	Amount	Per Cent
Passenger revenues—				
Surface system	$132,598,495	$111,999,739	$20,598,756	18.39
Rapid transit system	43,927,751	37,284,028	6,643,723	17.82
	176,526,246	149,283,767	27,242,479	18.25
Charter service	904,625	941,899	(37,274)	(3.96)
	177,430,871	150,225,666	27,205,205	18.11
Other revenues—				
Station and car privileges	729,037	771,102	(42,065)	(5.46)
Rent of buildings and other property	502,977	501,450	1,527	.30
Miscellaneous	1,294,640	1,439,067	(144,427)	(10.04)
	2,526,654	2,711,619	(184,965)	(6.82)
Total operating revenue	$179,957,525	$152,937,285	$27,020,240	17.67

As shown in the table above, passenger revenue for 1969 increased 18.25% over 1968, due mainly to the revision of the basic fare structure effective December 19, 1968, and an increase in reimbursement for transportation of school children from the State of Illinois. Showing a decrease for the year were Charter Service revenue, down 3.96%, and other revenue, down 6.82%.

The comparison of operating expenses which follows indicates a 14.70% increase for 1969 which can be attributed to spiraling labor costs arising from increases in wages and employe benefits. For the fiscal years 1969 and 1968, the principal elements comprising operating expenses are:

			Increase (Decrease)	
	1969	1968	Amount	Per Cent
Wages and salaries	$112,738,397	$102,216,987	$10,521,410	10.29
Pension contributions	11,751,796	9,302,921	2,448,875	26.32
Federal insurance contributions	4,648,530	4,095,180	553,350	13.51
Employes' insurance	2,900,631	1,611,674	1,288,957	79.98
Total labor costs	$132,039,354	$117,226,762	$14,812,592	12.64
Electric power purchased	3,836,973	3,848,042	(11,069)	(0.29)
Motor bus fuel consumed	2,606,512	2,469,752	136,760	5.54
Operating material and supplies	7,964,599	7,548,738	415,861	5.51
Provision for injuries and damages	8,164,832	5,470,775	2,694,057	49.24
Misc. services, supplies, etc.	6,453,052	3,854,043	2,599,009	67.44
Total operating expenses	$161,065,322	$140,418,112	$20,647,210	14.70

distribution of CTA's revenue dollar



Increases of 10.29% in wages and salaries for 1969 resulted from the application of higher hourly wage rates and cost-of-living allowances, as provided in the contract negotiated December 1, 1968, with the Amalgamated Transit Union. These changes, applied to the basic bus operator wage rate, are as follows:

	Basic Hourly Rate	Cost-of-Living Allowance	Total
December 28, 1968	$4.00	—	$4.00
1969 changes—			
Effective March 1	—	+0.04	0.04
June 1	—	+0.06	0.06
September 1	—	+0.07	0.07
December 1	+0.10	+0.06	0.16
Net change	+0.10	+0.23	0.33
December 27, 1969	$4.10	$0.23	$4.33

Operating labor hours for the fiscal year 1969 totaled 24,416,743 compared to 24,358,014 for 1968, a decrease of 58,729 hours. Despite system-wide schedule adjustments occasioned by a loss of riding following the 1968 fare increase, labor hours for the year 1969 decreased less than one per cent because of the additional pay hours on the rapid transit system starting September 28, when the Dan Ryan extension was opened and the new Loop shuttle service was inaugurated.

The Authority's pension contribution costs for the year 1969 increased due to higher employe earnings.

Federal Insurance Contribution costs (Social Security and Medicare) for 1969 were higher due to an increase in contribution rates.

Employe's group insurance costs increased due to additional benefits provided by new wage contracts.

Operating material and supplies costs decreased in 1969 as a result of less material usage.

Provision for injuries and damages settlements was accrued at 5% beginning December 1, 1969, up from the 4½% accrued during 1969, which was up from approximately 3½% accrued in 1968.

Average cost per claim settled, excluding expenses, was $178 in 1969, compared with $158 in 1968. Suit costs, excluding expenses, averaged $1,375 in 1969, compared with $1,204 in 1968. The number of incidents reported during the year totaled 22,331 in 1969, compared with 22,669 in 1968.

A comparison of claim and suit settlements and applicable expenses for the years 1969 and 1968 follows:

	1969	1968	Increase (Decrease)
Claim settlements—			
Number	15,473	16,567	(1,094)
Settlement costs	$2,747,141	$2,623,893	$123,248
Expenses	1,183,286	1,060,768	122,518
Total cost of claims	$3,930,427	$3,684,661	$245,766
Suit settlements—			
Number	2,816	2,777	39
Settlement costs	$3,871,476	$3,344,757	$526,719
Expenses	1,463,756	1,315,982	147,774
Total cost of claims	$5,335,232	$4,660,739	$674,493
Total costs	$9,265,659	$8,345,400	$920,259

Debt service requirements for 1969 decreased $5,083. Deposits to sinking funds increased $205,981; deposits to series of 1947 Serial Bond Maturity Fund increased $5,377; and interest payments decreased $216,441 as a result of the retirement of bonds during 1968.

Series of 1947 serial bond maturity retirements of $2,000,000 principal amount bonds were at par. Current year sinking fund retirements of principal, the discount or premium involved, and future interest savings on these retirements are detailed below:

	Total Revenue Bonds Retired (Serial Maturities and Sinking Funds)		Sinking Fund Retirements			
Series	1969	Since Issue	Par Value	Cost	Discount (Premium)	Interest Savings to Maturity
1947	$5,189,000	$63,981,000	$3,189,000	$2,666,314	$522,686	$1,079,195
1952	807,000	6,318,000	807,000	670,231	136,769	472,427
1953	227,000	1,778,000	227,000	208,912	18,088	132,941
Total	$6,223,000	$72,077,000	$4,223,000	$3,545,457	$677,543	$1,684,563

Net principal savings to date by early retirement of term revenue bonds at discounts amounted to $2,288,611.

The annual interest reduction on $4,223,000 retired in advance of maturity during 1969 amounts to $166,117.

Provision for depreciation (8% of gross revenues) increased $2,161,620.

financial position

Statements setting forth the financial position of the Authority at December 27, 1969, together with the report of Arthur Andersen & Co., independent public accountants, and other statements showing various phases of operations for the fiscal year ended that date are presented on pages 16 through 24 of this report.

outlook for 1970

financial budget

An operating budget of $183,235,000 for the fiscal year 1970 was approved by Chicago Transit Board during December, 1969, which indicated that revenues would be sufficient to cover all operating expenses but only $1,002,500 of the debt service on revenue bonds of $8,060,700. This balance of $7,058,200 of the debt service, together with the $14,658,800 provision for depreciation (8% of gross revenues) makes a total deficiency in revenues of $21,717,000 in meeting these requirements for 1970.

Expenses budgeted were based on wage rates in effect at the close of the 1969 fiscal year, including basic hourly wage increases of 10¢ per hour beginning June 1 and 7¢ per hour beginning December 1, 1970, and the cost-of-living allowance (1969) of 23¢ per hour, plus anticipated additional quarterly increases totaling 18½¢ per hour, making a total cost-of-living accumulation of 41½¢ per hour at year end. Rises in material and service costs were also anticipated.

budget for capital projects

Cash required for capital outlays in 1970, including a carry-over of capital funds appropriated but not spent in 1969, is estimated at $24,400,000. Of this amount, $7,261,000 is committed or planned for the purchase of passenger equipment. Most of the remaining balance is committed for other capital projects urgently needed, some of which are already under way.

Major capital items budgeted are as follows:

Equipment trust certificate costs	$ 1,698,400
Purchase of passenger equipment	7,261,000
Purchase of fare boxes	400,000
Substation conversion - CTA portion	900,000
Rapid transit track and structures	3,290,000
Surface system buildings and construction	5,634,000
Rapid transit buildings and construction	2,377,000
Surface system electrical construction	144,000
Rapid transit electrical construction	1,085,000
Purchase tools and shop equipment and scrapping passenger equipment	170,000
Material handling equipment - Stores Department	30,000
Purchase office machines and office equipment	75,000
Automotive equipment - Transportation Department	300,000
General and administrative costs capitalized	550,000
Purchase and sale of real estate (net)	370,000
Contingencies	115,600
	$24,400,000

balance sheets

	Dec. 27, 1969	Dec. 28, 1968
assets		
Transportation Property, at cost (Note 7)	$250,442,043	$247,445,943
Less—Reserve for depreciation	137,570,463	126,957,816
	$112,871,580	$120,488,127
Special Funds, cash and U.S. Government securities, at cost:		
Held by revenue bond Trustee—		
Depreciation reserve (Note 2)	$ 5,283,385	$ 2,011,161
Operating expense reserve	223,055	751,561
	$ 5,506,440	$ 2,762,722
Damage reserve (Note 3)	3,270,218	4,371,044
	$ 8,776,658	$ 7,133,766
Current Assets:		
Cash and U.S. Government securities, at cost—		
Working cash account	$ 21,818,636	$ 18,619,057
Deposits for payment of interest	1,263,745	1,391,367
Accounts receivable, less reserve	3,466,683	1,274,981
Materials and supplies, at average cost	6,079,828	6,235,478
Other	1,187,939	1,696,779
	$ 33,816,831	$ 29,217,662
	$155,465,069	$156,839,555
liabilities		
Long-Term Debt, including $6,918,237 debt service requirements due within the next fifty-two week period (see accompanying statement) (Notes 2 and 4):		
Revenue bonds, after deducting amounts held by Trustee for payment of principal (Note 5)	$ 54,266,343	$ 60,404,524
Equipment trust certificates, after deducting amounts held by Trustee for payment of principal	10,245,830	11,529,166
	$ 64,512,173	$ 71,933,690
Appropriated Net Earnings (see accompanying statement):		
Applied for retirement of revenue bonds	$ 80,733,656	$ 74,595,476
Deficiency in meeting depreciation requirement	18,077,731*	15,086,707*
Other (net)	4,428,567*	3,830,100*
	$ 58,227,358	$ 55,678,669
Current Liabilities:		
Accounts payable	$ 6,782,226	$ 5,461,199
Accrued wages and vacation pay	10,744,387	9,891,654
Accrued interest	1,263,745	1,391,367
Deferred revenue (Note 8)	3,775,886	2,271,195
Unredeemed tokens	1,130,196	81,857
	$ 23,696,440	$ 19,097,272
Damage Reserve	$ 9,029,098	$ 10,129,924
	$155,465,069	$156,839,555

* Denotes deduction.

The accompanying notes to financial statements are an integral part of these statements.

statements of application of revenue

For the fifty-two week periods ended December 27, 1969, and December 28, 1968

	1969	1968
Operating Revenue:		
Passenger transportation	$177,430,871	$150,225,666
Other	2,526,654	2,711,619
	$179,957,525	$152,937,285
Operating Expenses:		
Operations and maintenance—		
Scheduled transit operations	$ 85,131,756	$ 75,133,544
Other, including maintenance and servicing of $32,927,673 and $30,136,857 in 1969 and 1968, respectively	39,200,690	36,123,526
Superintendence and general office	21,308,643	16,550,084
Provision for injuries and damages	8,164,832	5,470,774
Electric power for revenue equipment	3,836,973	3,848,042
Fuel for revenue equipment	2,606,512	2,469,752
Operating rentals (Note 7)	815,916	822,390
	$161,065,322	$140,418,112
Revenue Available for Debt Service	$ 18,892,203	$ 12,519,173
Debt Service Requirements:		
Interest	$ 2,628,769	$ 2,845,210
Serial bond maturity fund	1,994,624	1,989,247
Sinking funds	3,391,737	3,185,756
	$ 8,015,130	$ 8,020,213
Revenue Available for Depreciation	$ 10,877,073	$ 4,498,960
Depreciation Requirement—Current Period	14,396,603	12,234,983
Deficiency in Revenue	$ 3,519,530	$ 7,736,023
Less—Transfers to meet debt service requirements from operating expense reserve fund	528,506	492,862
Deficiency in Meeting Depreciation Requirement, representing cash not available for deposit to the depreciation reserve fund	$ 2,991,024	$ 7,243,161

The accompanying notes to financial statements are an integral part of these statements.

statements of long-term debt

	Dec. 27, 1969	Dec. 28, 1968
Revenue Bonds (Notes 2, 4, and 5):		
Series of 1947, 3⅝% to 3¾%, due through 1978	$41,019,000	$46,208,000
Series of 1952, 4½%, due 1982	16,682,000	17,489,000
Series of 1953, 4½%, due 1982	5,222,000	5,449,000
	$62,923,000	$69,146,000
Less—Funds held by Trustee for payment of principal (see accompanying statement of funds)	8,656,657	8,741,476
	$54,266,343	$60,404,524
Equipment Trust Certificates (Notes 2 and 4):		
Series 10, 3.20% to 3.25%, due through 1973	$ 2,625,000	$ 3,375,000
Series 11, 3.75% to 3.90%, due through 1976	7,730,000	8,260,000
	$10,355,000	$11,635,000
Less—Funds held by Trustee for payment of principal (see accompanying statement of funds)	109,170	105,834
	$10,245,830	$11,529,166
	$64,512,173	$71,933,690

statement of funds

For the fifty-two week period ended December 27, 1969

FUND	Balance Dec. 28, 1968, Before Transfers	COLLECTED Revenue and Other Receipts	COLLECTED Interest Income	Net Transfers Between Funds Made in 1969	Disbursements
Held By Revenue Bond Trustee:					
Transit Revenue	$11,732,330	$173,062,758	$ 188,126	$169,546,233*	$ —
Interest	1,384,657	—	38,457	2,588,590	2,752,908*
Serial Bond Maturity	1,000,000	—	62,104	1,937,896	2,000,000*
Sinking Funds	7,797	—	205	3,538,837	3,545,457*
Reserve Funds	7,776,280	—	417,790	479,830*	—
Depreciation Reserve	6,778,688	—	342,233	9,986,327	5,651,867*
Operating Expense Reserve	751,561	—	52,795	52,795*	—
Modernization	—	267,733	—	—	267,733*
Held By Equipment Trustee:					
For payment of interest	35,503	—	7,470	404,724	415,677*
For payment of principal	105,834	—	23,173	1,260,163	1,280,000*
Other:					
Working Cash Account	2,390,298	14,226,206	1,605	142,501,547	159,057,812*
Damage Reserve	3,028,552	—	103,743	7,919,427	9,248,231*
Excess Damage Reserve	1,000,000	—	58,653	58,653*	—
Total	$35,991,500	$187,556,697	$1,296,354	$ —	$184,219,685*

* Denotes deduction.

statement of changes in appropriated net earnings

For the fifty-two week period ended December 27, 1969

	Applied for Retirement of Revenue Bonds	Deficiency in Meeting Depreciation Requirement	Other (Net)
Balance December 28, 1968	$74,595,476	$15,086,707*	$3,830,100*
Applied for retirement of revenue bonds—			
Serial bond maturity fund	$ 1,994,624	$ —	$ —
Sinking funds	3,391,737	—	—
Discount on retirement of revenue bonds	677,543	—	—
Interest income on investments held for—			
Sinking funds	205	—	—
Revenue bond reserve funds	74,071	—	—
Deficiency in meeting current year's depreciation requirement, per accompanying statement of application of revenue	—	2,991,024*	—
Transfer from operating expense reserve fund to meet debt service requirements	—	—	528,506*
Other—			
Interest income on investments held for depreciation reserve fund	—	—	342,233
Interest expense on equipment trust certificates	—	—	412,194*
Net change	$ 6,138,180	$ 2,991,024*	$ 598,467*
Balance December 27, 1969	$80,733,656	$18,077,731*	$4,428,567*

* Denotes deduction.

Balance, December 27, 1969, Before Reflection of Transfers Yet to be Made Between Funds — HELD AS				Balance, December 27, 1969, After Giving Effect to Transfers to be Made Between Funds — CLASSIFIED AS		
Cash	U.S. Government Securities	Total	Net Transfers Between Funds to be Made After Dec. 27, 1969	Special Funds	Current Assets	Reduction of Long-Term Debt
$ 9,352,677	$ 6,084,304	$15,436,981	$15,436,981*	$ —	$ —	$ —
1,562	1,257,234	1,258,796	27,071*	—	1,231,725	—
642	999,358	1,000,000	21,505*	—	—	978,495
1,382	—	1,382	37,460*	—	—	36,078*
17,623	7,696,617	7,714,240	—	—	—	7,714,240
512	11,454,869	11,455,381	6,171,996*	5,283,385	—	—
708	750,853	751,561	528,506*	223,055	—	—
—	—	—	—	—	—	—
1,221	30,799	32,020	—	—	32,020	—
5,225	103,945	109,170	—	—	—	109,170
32,219	29,625	61,844	21,756,792	—	21,818,636	—
619,668	1,183,823	1,803,491	466,727	2,270,218	—	—
928	999,072	1,000,000	—	1,000,000	—	—
$10,034,367	$30,590,499	$40,624,866	$ —	$8,776,658	$23,082,381	$8,765,827

The accompanying notes to financial statements are an integral part of these statements.

notes to financial statements

As of December 27, 1969

(1) Revenue, after deducting operation and maintenance expenses, is to be deposited in the following funds, in the order shown, to the extent that moneys are available therefor:

A. Revenue bond interest funds, serial bond maturity fund, sinking funds and reserve funds—deposits equal to debt service requirements as provided in the revenue bond trust agreement.

B. Depreciation reserve fund—deposits equal to the annual depreciation provision and deficiencies, if any, in prior years' deposits.

C. Revenue bond amortization fund—deposits, cumulative within the year, equal to $300,000 quarterly for the Series of 1947 and 1952 revenue bonds and $16,714 quarterly for the Series of 1953 revenue bonds.

D. Operating expense reserve fund—deposit to be not less than $900,000 each year, until the balance in the fund is equal to at least $4,000,000.

E. Municipal compensation fund—deposit to be computed in accordance with the franchise ordinance.

F. Modernization fund—deposits to be equal to the moneys remaining after making required deposits to the above funds.

(2) The trust agreement securing the revenue bonds requires the Authority to set aside monthly in the depreciation reserve fund an amount not less than 8% of revenue to pay for replacements of the transportation system, principal and interest on equipment trust certificates and, under certain conditions, principal and interest on the revenue bonds. At December 27, 1969, the balance of the depreciation reserve fund was $5,283,385; certain property costs approximating $5,100,000 have been incurred or contracted for which may obligate the depreciation reserve fund to the extent moneys are available when such obligations are due.

The Chicago Transit Board, in its annual budget, has estimated that 1970 revenues will be insufficient to meet principal and interest payments on the revenue bonds by approximately $7,058,000. Revenues reported for the first two periods of 1970 were not sufficient to meet operation expenses by $746,000 and therefore no revenues were available to meet principal and interest payments of $1,255,000 on the revenue bonds. Consequently, transfers from the operating expense reserve fund of $128,000 and depreciation reserve fund of $1,127,000 were made to meet such payments.

Under the equipment trust agreement, the Authority covenants that it will maintain a minimum balance ($2,268,000 at December 27, 1969) in the depreciation reserve fund so long as any certificates remain outstanding. In case the Authority shall fail to comply with the terms and covenants of the agreement, the Trustee (subject to certain requirements which pertain to the length of time a deficiency exists, proper notice, etc.) may declare the unpaid principal amount of the equipment trust certificates to be due and payable and may repossess all or any part of the 575 motor buses and 493 elevated-subway cars pledged as collateral.

The terms of the revenue bond trust agreement and the Metropolitan Transit Authority Act provide that the Board shall fix rates and charges for transportation that shall at all times be sufficient in the aggregate to provide for the payment of all operating expenses, debt service requirements and the creation and maintenance of an adequate depreciation reserve fund. If and whenever there shall be a failure on the part of the Authority to observe any covenant of the revenue bond trust agreement, the Trustee may institute any appropriate legal, equitable or other proceedings for the purpose of specifically enforcing such covenant, provided, however, no such proceeding shall result in a lien on or a foreclosure of any physical property of the Authority. The recovery of the cost of such property, however, primarily depends on the adequacy of future revenues.

(3) The trust agreement securing the revenue bonds provides that sufficient amounts shall be set aside monthly in a damage reserve fund for the defense of all claims and the payment of all judgments for injuries and damages. As of December 27, 1969, it is estimated that approximately 9,100 claims and suits for injuries and damages remain to be settled; the balance in the damage reserve fund is $3,270,218.

While the cost of settling such claims and suits is at best a difficult estimate, if such an estimate is based on the experience of the previous five years, the estimated cost of future settlements will approximate $10,900,000. If such an estimate is based upon 1969 costs, the estimated cost of future settlements will approximate $11,900,000. The cost of future settlements in excess of $3,270,218 will have to be provided from future revenues or other assets, if available.

(4) Debt service requirements for fiscal 1970 for the payment of principal on revenue bonds and equipment trust certificates consist of the following:

	Total	Revenue Bonds	Equipment Trust Certificates
Serial bond maturity	$1,994,624	$1,994,624	$ —
Sinking funds . .	3,594,446	3,594,446	—
Principal payment funds . . .	1,329,167	—	1,329,167
	$6,918,237	$5,589,070	$1,329,167

(5) Payments of principal on revenue bonds are to be made as rapidly as practicable, but at least semiannually, from deposits made to the sinking funds, and annually from deposits made to the serial bond maturity fund.

Revenue bond reserve requirements were met in prior years. Amounts deposited in revenue bond reserve funds can be used only for (a) payment of principal or interest on revenue bonds whenever on any principal or interest payment date there would be insufficient moneys held by the Trustee in applicable principal, interest and other funds including the depreciation reserve fund or (b) retirement of remaining bonds outstanding whenever the aggregate amount in the revenue bond reserve fund, revenue bond amortization fund and sinking fund for any series is equal to the amount of applicable series bonds then outstanding.

(6) The trust agreement securing the revenue bonds provides that amounts shall be set aside monthly for pensions and retirements as Chicago Transit Board shall deem necessary. Under its pension agreement, the Authority has agreed to contribute a fixed percentage of payroll costs to a contributory retirement plan maintained for the benefit of its employes.

The Authority's contribution to the plan for the fiscal year ended December 27, 1969, approximated $11,700,000, which covered normal cost and interest on and amortization of unfunded past-service cost. The actuarially computed value of vested benefits of the plan as of January 1, 1969, the date of the latest actuarial valuation, exceeded the total of the assets of the plan and accruals for pensions by approximately $84,700,000.

(7) The Authority operates various transportation properties having an original cost of approximately $80,000,000 which are not reflected in its accounts. These properties were constructed by the City of Chicago, the Federal Government and others. Approximately $28,000,000 of these properties are being operated under long-term leases.

(8) Funds received from the State of Illinois for reimbursement of the costs of transporting students are being recorded in revenue based on the number of school days in each month. Accordingly, $4,580,309 and $3,626,901 were recorded in revenue for the fiscal years 1969 and 1968, respectively. The balance deferred at December 27, 1969, of $3,775,886 will be recorded in revenue during fiscal 1970.

auditors' report

To Chicago Transit Board of Chicago Transit Authority:

We have examined the balance sheet and statement of long-term debt of CHICAGO TRANSIT AUTHORITY (an Illinois municipal corporation) as of December 27, 1969, and the related statements of changes in appropriated net earnings, of application of revenue and of funds for the fifty-two week period then ended. Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances. We have previously examined and reported on the financial statements for the preceding fiscal year.

In our opinion, subject to the effect of the matters referred to in Notes 2 and 3 to the financial statements, the accompanying balance sheet and statements of long-term debt, of changes in appropriated net earnings and of funds present fairly the financial position of Chicago Transit Authority as of December 27, 1969, and the sources and disposition of funds for the fifty-two week period then ended, in conformity with generally accepted accounting principles applied on a basis consistent with that of the preceding fiscal period. Also, in our opinion, the accompanying statement of application of revenue presents fairly the distribution of revenue for the fifty-two week period ended December 27, 1969, in accordance with the provisions of the trust agreement securing the revenue bonds.

ARTHUR ANDERSEN & CO.

Chicago, Illinois
March 20, 1970

statement of transportation property and organization expense

Showing balance at December 28, 1968, plus additions and
less retirements during 1969 and balance at December 27, 1969

	Balance Dec. 28, 1968	Gross Additions	Retirements	Balance Dec. 27, 1969
Land	$ 14,814,787	$ (36,502)	$ 256,185	$ 14,522,100
Track and Paving	13,656,462	291,199	92,468	13,855,193
Machinery and Tools	5,520,763	202,146	31,093	5,691,816
Electric Line Equipment	8,976,008	288,894	46,332	9,218,570
Buildings	36,803,611	980,882	187,166	37,597,327
Cars	62,720,636	63,283	70,228	62,713,691
Buses, Fare Boxes, etc.	72,922,984	3,508,462	2,903,432	73,528,014
Work Cars, Autos and Service Equipment	2,136,246	149,950	(6,600)	2,292,796
Furniture	1,657,346	32,604	38,574	1,651,376
Signals and Interlocking	3,356,612	17,338	59,512	3,314,438
Crossings, Fences and Signs	1,432,569	(1,645)	—	1,430,924
Elevated Structures	9,418,018	116,857	7,408	9,527,467
Substation Equipment	5,923,218	787,517	207,355	6,503,380
Telephones and Communications	997,610	19,889	13	1,017,486
Engineering	46,623	—	—	46,623
General and Miscellaneous	6,977,134	519,575	51,183	7,445,526
Total Transportation Property	$247,360,627	$6,940,449	$3,944,349	$250,356,727
Organization Expense	85,316	—	—	85,316
Totals	$247,445,943	$6,940,449	$3,944,349	$250,442,043

(Denotes red figures)

revenue equipment owned

December 27, 1969

	On Hand	Dec. 28, 1968, to Dec. 27, 1969		On Hand
	Dec. 28, 1968	Acquired	Retired	Dec. 27, 1969
Buses:				
Trolley Buses	400	–	58	342
Diesel—Air-Conditioned	10	–	–	10
Diesel	1,346	67	61	1,352
Propane	1,550	–	30	1,520
Total Buses	3,306	67	149	3,224
Rapid Transit Cars (1):				
Steel—Conventional Type	206	–	–	206
Metal—Articulated P.C.C.	4	–	–	4
Metal—P.C.C.	767	–	2	765
Metal—Air-Conditioned High-Speed	180	–	–	180
Total Rapid Transit Cars	1,157	–	2	1,155
Total Revenue Equipment Owned	4,463	67	151	4,379

NOTE: (1) By December 27, 1969, the Authority had also received 51 of 150 new air-conditioned, stainless steel rapid transit cars purchased by joint City of Chicago-U.S. Department of Transportation funds for operation on the Dan Ryan and Kennedy Extensions.

mileage owned, leased, and operated

December 27, 1969

	Surface System	Rapid Transit System	Combined
Track:			
Owned	1.86	172.06	173.92
Leased—			
State Street Subway	—	9.50	
Dearborn Street Subway	—	8.80	
Eisenhower Expressway (Halsted to Laramie)	—	12.83	
Lake Route (Laramie to Harlem)	—	7.15	
	—	38.28	38.28
Contributed (City and Federal)—			
Englewood Route (Loomis to Ashland)	—	1.33	
Dan Ryan Expressway (17th to 95th)	—	21.76	
	—	23.09	23.09
Total	1.86	233.43	235.29
Revenue:			
Track	—	182.62	182.62
Trolley Bus Routes	165.00	—	165.00
Motor Bus Routes	1,681.00	—	1,681.00
	1,846.00	182.62	2,028.62
Non-Revenue:			
Track	1.86(1)	50.81(2)	52.67
Trolley Bus Wire	21.58	—	21.58
	23.44	50.81	74.25
Total	1,869.44	233.43	2,102.87

NOTES:

(1) Freight track at South Shops plant and railroad connection to 84th and Wentworth.

(2) Includes main line storage track, crossovers, track in yards and shops, and 3.66 miles of freight gauntlet and yard track on North-South and Evanston routes.

operating statistics

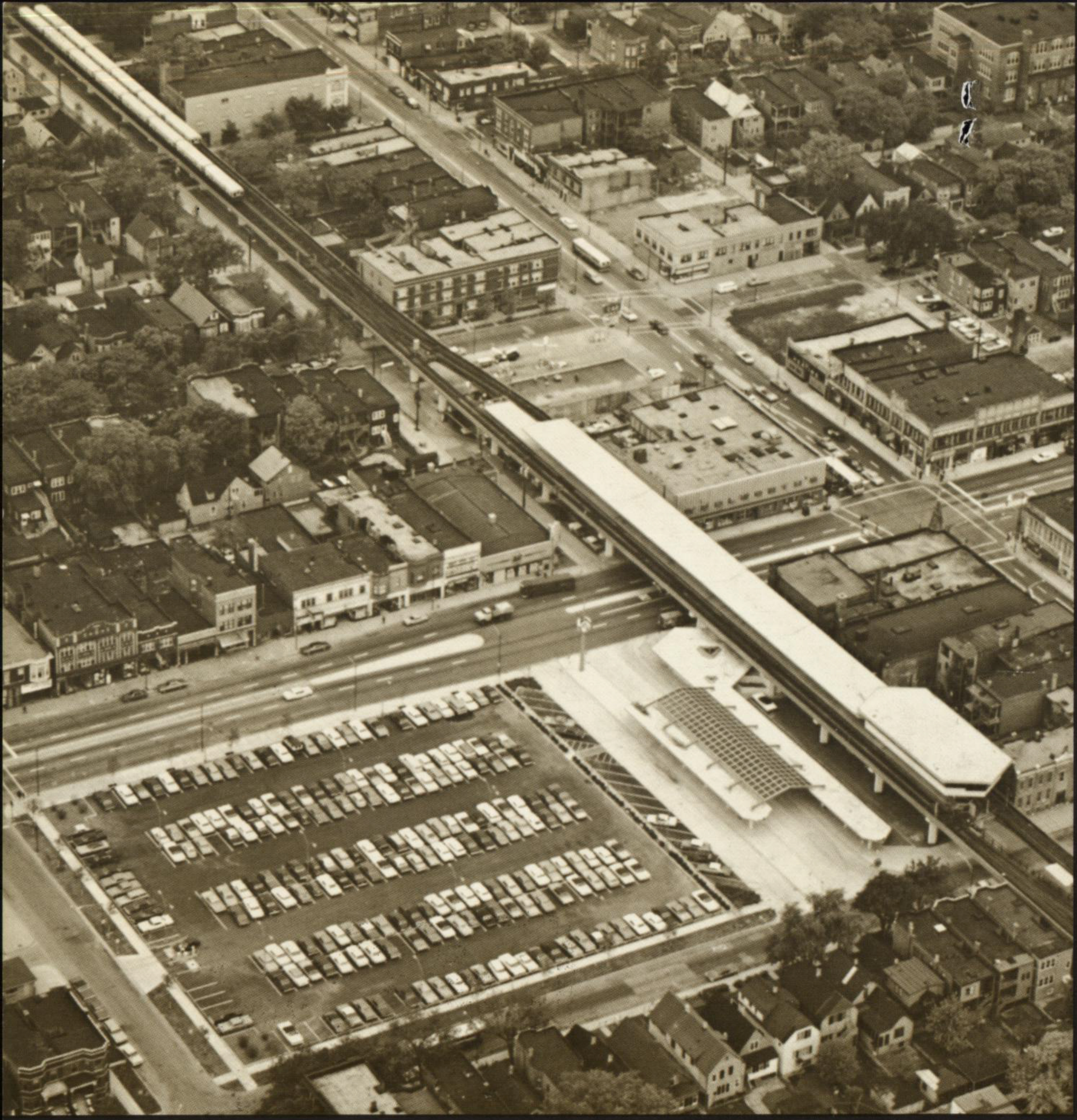
For fiscal year ended December 27, 1969

	Surface System	Rapid Transit System	Combined System
Revenues	$135,153,607	$ 44,803,918	$179,957,525
Revenue Vehicle Miles—			
Cars—Rapid	—	45,622,382	45,622,382
Trolley Buses	11,075,983	—	11,075,983
Motor Buses	91,116,381	—	91,116,381
Total Revenue Vehicle Miles	102,192,364	45,622,382	147,814,746
Revenue per Vehicle Mile	$1.32	98.21¢	$1.22
Earning Revenue Vehicle Hours—			
Cars—Rapid	—	(1)	—
Trolley Buses	1,160,962	—	1,160,962
Motor Buses	8,580,245	—	8,580,245
Total Revenue Vehicle Hours	9,741,207	—	9,741,207
Power Statistics:			
Direct Current Kilowatt Hours	43,711,751	218,914,629	262,626,380
Average Cost per Kilowatt Hour	—	—	1.8382¢
Motor Bus Fuel Statistics:			
Diesel Fuel—Gallons	12,376,297		
Average Miles per Gallon	3.97		
Average Cost per Mile	2.68¢		
Propane Fuel—Gallons	21,701,280		
Average Miles per Gallon	1.94		
Average Cost per Mile	3.08¢		

(1) Not Available

Built to specifications at a 96 inch width, 30 buses ordered by CTA during 1968 were received and placed in service on the 16 Lake bus route. The limited passing clearance between "L" columns on Lake Street requires the use of narrower buses.

16 LAKE-AUSTIN
385
3723
3726
BUS STOP



ASHLAND TRANSIT CENTER, 63RD STREET AND ASHLAND AVENUE

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